

2022-02-01 START-0700Hrs

0700 Meeting

JF – Have you heard of anything happening overnight?

TD - no changes overnight in respect to conversations, no movement made.

General Conversations

JF – Good Morning 0704

TD – comment in respect to media, it played out well. It was nice to have CP message out there.

GC – site update, not much change, a lot of activity early with people try to come to the barricade then quit, convoy from Milk River on hwy 4 SB but they were just going in circles, nothing materialized, night shift went well. We are still dealing with the same problem. The CCMG card has not worked, we are more commended to move to enforcement footing, likely I would hope before 1200, I am hoping 1000 just based on what we have seen based on how the group operates and interacts I am not seeing any other resolution other than us attempting to remove them from the hwy, that is the tentative plan this morning. We gave them a decision to call CCMG, and they did reach out once and it was more bartering, trying to probe to see where we would and would go and the messaging this morning will be more direct with we need to get you off the hwy and how do you want to do that then move out from there.

TD – in respect to that, JS we should talk about our objectives and how we get there. Timing wise, what are the logistics, is it premature to talk about the challenges we might be facing?

GC – no, its important to understand we aren't dealing with a couple protesters in a confined space. This is a lot of vehicles, if you look at the overhead it tells a bit of a story, the difficulty in the compliance and their own recognition of staying a couple days then going, its important for RCMP to understand how much time and difficulty its going to be towing each rig, we think we have a site secured 6 miles away, couple that with arrests, there is still from a tactical perspective, we are hoping for the CCMG angle for voluntary. We saw how that played out yesterday and we don't want to give anyone false hope and if they move towards the first trucks at the north end, the enforcement it going to take a long time, it's a complex logistical problem

TD – when I look at the photos, and the tractors, I recognize that complexity, it speaks to our mission, we want voluntary compliance so if our enforcement starts we want CCMG engaged still and we push for voluntary compliance, and we want to use minimal force and we want to move this quickly, those 2 have to go hand in hand, I think we have a good plan, legally and now the logistics are complex and difficult, I think we go with both strategies at the same time. The tone will change with CCMG, we are in the enforcement phase

PT – I realize the value of voluntary compliance, I am a little worried the longer we delay the first contact we will have the tow trucks on site for 0800, they time out in the evening and we will lose them I am cognizant of our recourse if we don't take action, we are in day 4, they have not complied, if we don't start enforcement earlier enough, it will be take hold take hold, but if we burn too much of the day we are going to be in the same position as tonight. They have demonstrated that they will not move over the past 4 days, I worry about the timing and if we wait too long we won't have the resources.

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TD – I think the message is clear as to where we are going with this, the timing and flow will be dictated by GC, it is a long process, we will continue driving that messaging and our comms strategy was to drive that as well, they don't want negative media. It is turning negative I think we keep that pressure on and move into the enforcement when the team is ready

GC – PT is accurate, STO team is stood up and moving to courtts and they will be operationally ready as quick as we can. CCMG will play out regardless of how we go ahead with the enforcement side, we are in a better position today, it would have been difficult to enforcement yesterday but we do want to take action today. The only variable is going to be whether or not that voluntary compliance is disguised as a bargaining chip but probably not.

JF – great points, reality is, we don't know what's going to happen once we start enforcement, there is risks, I am not pushing you towards that GC, you know the mood down there and the actions we should and should not take. If we want to resolve this quickly, today or tomorrow but we are going to need compliance so we need to maintain communication and trust. We have been clear with what they are doing and that it's illegal, I agree with GC the measure of strength we have shown has helped but as PT said we need to be mindful and hold to hope they will leave voluntarily but I don't think that's going to happen because of what we have seen in the history, they think if they have convos with us they think we will put it off but I am mindful that if we are going to take enforcement action and if we take it later in the day it's going to cause more problems, we may not get it done today but we don't know their reaction, it could be bad or good, we don't know. GC you are on the ground, I hear you say enforcement but I understand you are trying to access a few things

GC – no, we are at enforcement, we were at enforcement yesterday afternoon until CCMG engaged and thought we made headway. If that engagement hadn't occurred yesterday we were at enforcement at 1300. What we want to do is touch up the front of the line to see what response we get, because the follow along will identify the resources we need. We played our CCMG book but it didn't play out in our favor and it timed out so here we are this morning

JF – we are on the same page, we will want to remove trucks as early as possible.

What is the start time, earlier the better obviously.

GC – teams are on the way to Courtts, we will put a call into the contacts we have from CCMG and we anticipate they will notice our moving but the messaging is we are going to get you off the hwy this morning and ask how you want to help us. The weather working against us, we have to marshal in courtts and make sure our tow trucks make it, there is some logistic issues, I don't want to say 1000 but I want to say 1000.

JF – trucks will be there at 0800, can you let us know so that we can prepare our folks here, as well for messaging.

TD – I agree, the tactics to date have not forced compliance, as we employ these tactics hopefully it will instill more. Tactical and commercial, but do we have a commercial veh group on board, they were not asked to be engaged?

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PT – CVE? They were engaged at hwy 62 checking the ports and the veh.

TD – they have resources in that group, have we tapped in to get more help

JF – tell us your needs, they are there and they are available

PT – we have been using them along the other ports to ensure those ports don't get taken over, do you need them for something else?

TD – putting that out to GC, that group is available. Manpower and enforcement, even for some of the veh coming SB, leaving that open for you.

GC – bronze and I were talking about that last night, not sure what they are saying at the top but that isn't our experience at the site so much we have been asked to watch the scales, we were asked to bring veh to the scales, we are going to reach into that group today and have conversations.

TD – PT with your contact can we see if we have more resources

JF – we will get a point of contact and reach into them today

PT – no hesitation on their end their senior management was all in to help us

GC – I would love to have that group around the tow trucks, I don't think bronze at site was being told that, it was a reverse almost keep an eye on the place and good luck

CZ – the first night they asked if we could post PMV at the sites to watch them, we could use their expertise to see if they can help get the trucks going if the owners have disabled them. We could use them

JF – we will make it happen, who do you want to be the point of contact

GC – IS down to CZ, and put them under the appropriate command at site.

PT – how many are you looking for? An expert and 2 or 3?

CZ – depends what approach we take, on each end or one end down? At least one that can consult with us, tow trucks have experience as well but John Spaans will be the contact, even just a name for now and we will see.

GC – are they armed?

PT – yes they are peace officers?

GC – peace officers?

PT – yes.

Interrupted – No minutes.

PT 0 we will get you the contact and tell them we are looking for 6 and more as required.

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GC – 2 at north checkpoint where hwy 4 is shut down and another 2, we don't have to overreach and I would embed them with the tow trucks but not show them to the crowd. I suspect we will need their expertise, open source rumors about disabled veh.

PT – we heard that in Ottawa too about disabling veh

CZ /John spans – we will get the contact to you

GC – are tow trucks on the move.

JS – no

PT – we are not confident, we will double check they are good. We will get that confirmation for you.

Nothing else, the day is going to unfold, we are looking for increased police presence on hwy 4 through the morning and allow sto to function on the inner perimeter, we will see what happens when we approach the lead truck

P T- last comment, GC we talked about the timing on the media release, the stronger one, in advance of the enforcement. I need to know when you want us to send that out.

GC – what lead time do you think

PT – 15 to 30 min before we kick off so we are setting the tone and have control of the message.

GC – will do.

CZ – tow trucks from **Perso** aren't coming, they told **Personal Info.** aren't coming,

PT - **Personal** said they would back us up, **Personal Info.**

CZ – **Personal Info** told him that **Personal** said they aren't coming

PT – we did have a back up plan but they have less veh.

GC – that's the number one, the issue will be removing cars from the hwy.

TD – Troy Switzer has a contact

CZ – we were on the phone now

JS – the issue is that the tows sat there yesterday and they are upset they are not wanting to come down and not be used. They are upset, when we are in the position to start towing we call them.

JF/PT – we will work on it.

GC – we are under the impression we have **Person**. We need that type of information on what the terms of use are as that impacts our decision making, if citywide isn't going to be on standby, we need that information.

PT – they were contracted, and they will make money, its complicated but they were getting their wages paid but leave it with us and we will work on it.

GOLD-SILVER-BRONZE BRIEFING MEETING: 2022 CONVOY PROTESTS

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JF – NS anything fro you.

NS – I just sent PT and JF with a media release draft to go forward with, that's it from us.

TD – we need confirmation on tow

EM – nothing

PT – Nothing

JF – not timing on next meeting, TD possibly meet before we kick off. Tentatively 9/930, we can discuss

End.

Attendance

JF/PT/SC/TB/NS/TD/EM/IS/GC/CZ/MB/JS

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1015

Crops to Crops from Edmonton and have Marian bring it up. She can send it and advise JF is in support of it. If you need a signature bring it to me

IS – WE have been working in support of site with ltps to gather sheriff resources 10 miles S of Lethbridge 845 and hwy 4 to support containment and to turn loose supporters away, we are looking to turn more veh away, so they cant get closer. We have been pushing tow trucks issues away

GC – no real change sat site other then the need to support outer perimeter, we have come up with additional arrest plains in absence of the tows. We are thinking about approaching veh per section to see if they will leave voluntarily (on foot) we are going to conduct arrest, process then move down the line, we are concerned the guy behind them doesn't want to be arrest and we want them to leave, then we would want the tow truck drivers to move that. We are working through the contingencies on that plan. We are waiting on the tow update on that but we are trying to develop plans to move forward without the tows.

PT – there is over a dozen places that we have contacted, we had a company that we could use that doesn't have insurance but we think we can do it without we need to try and contact those people, the 2 that we thought were coming they might be stringing us along but we don't have a ready solution, we are working on it but we don't have a solution in the short term.

GC – knowing that the CBSA and US custom have been trying to clear foreign operators we have a list of our American partners, perhaps we can bring up American operators up here. Should we pursue that

JF – pursue it. Just do it GC.

PT – if we can help with that in any way we should loop in our border folks we will pursue it and then figure out how to get it paid

CZ – what about the companies in brooks? I passed that along.

PT – we have not got that contact info yet, please send that.

IS - **Personal Info.** they have large trucks, they may have to break trailers which may complicate things further.

PT – send to K DEOC and we will process it, we thought there was a liability issue but we can overcome that.

GC – with the DANCO experience in bronze, we should chase brooks as hard as we can. There are 3 diff companies we have been working on and we feel strongly.

PT/JF- We need contact information and we will try and connect and make this happen

GC – that's it for us now. We did have a ccmg update after we talk they called back at 2030 they apologized to us about the last convo with us, about the food Convo they said we did what we said we were going to do so we gained some ground, we SUSPECT that **Personal Info.** has been retained by the protesters, by ??? I would ask silver to deal with that, we don't know if we had rebel media obtain

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that counsel. What we are doing is a hand off of 2 new CCMG members, that will be the next time we talk they suspect they will be arrested today and that's what we think they are anticipating

IS - we are short on the tow trucks to set off at 1000, this the only hold up on the enforcement action, if we can contain the north end the best we can if we can stop.

Interrupted – no notes

GC – tactically I want to be able to secure the brooks crew and I had those records coming, I am about to call **Personal Info.** if they are willing but if I knew we had tow on route we would be able to action our plan. The latest I'm willing to wait on tows is 1200 hours, I want contact with someone in a semi to see if they want to be arrested or leave, it may be earlier but im waiting on sto to come back with that type of plan. It is all based on tow timeline

PT – we will continue to work it, we will say bluntly, we are getting resistance, our CAF request is 72 hours our, we will continue to pursue it but it is not an option before noon

CZ – insurance on those trucks, where does that have to go to get squared away?

PT – I will sign a letter with our authority and we will assume liability and tell our civil lit, if we have a go from the company and they are comfy with our letter saying that. We are willing to do it.

Solicitor-Client Priv.



Solicitor-Client Priv.



IS – I am comfortable with that and if they can get moving we can figure out the insurance while they are on route.

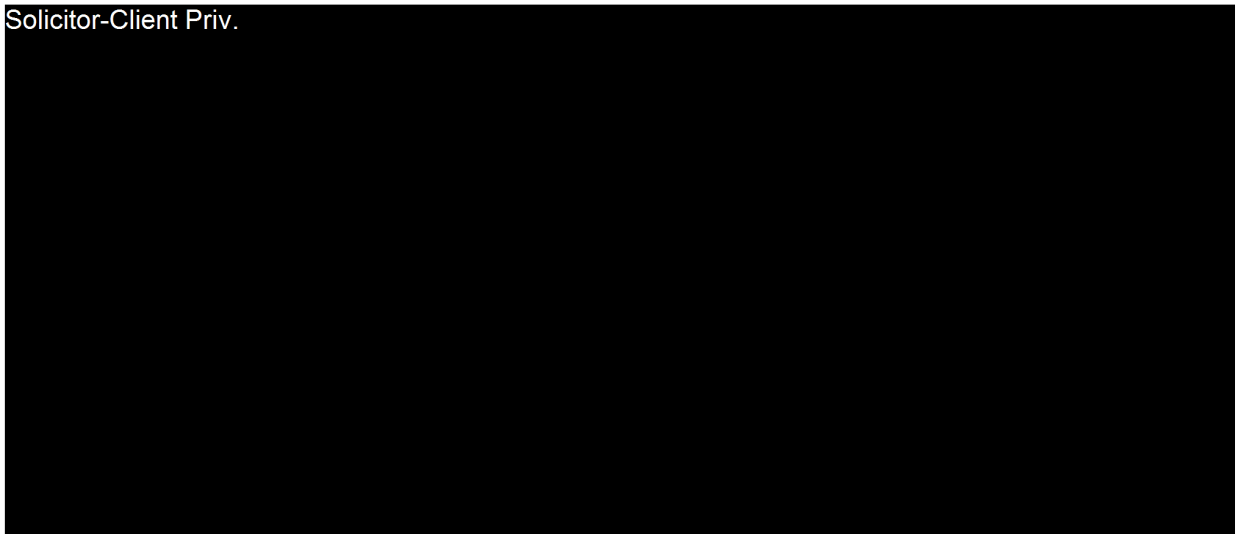
PT – I don't want it to slow us down

GC – we need to be able to remove the obstructions, if we seize them and we own them the sooner we get them to an insured place the less liability we incur, we won't meet our objective of opening the lanes.

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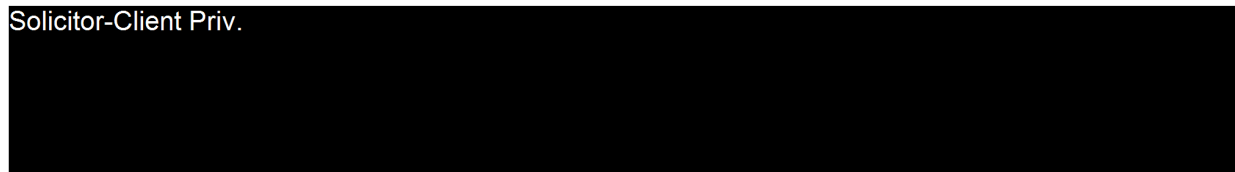
IS – thank you. SJ – any comments?

Solicitor-Client Priv.



IS – I will send more information to brooks, and then we need another discussion about kick off

Solicitor-Client Priv.



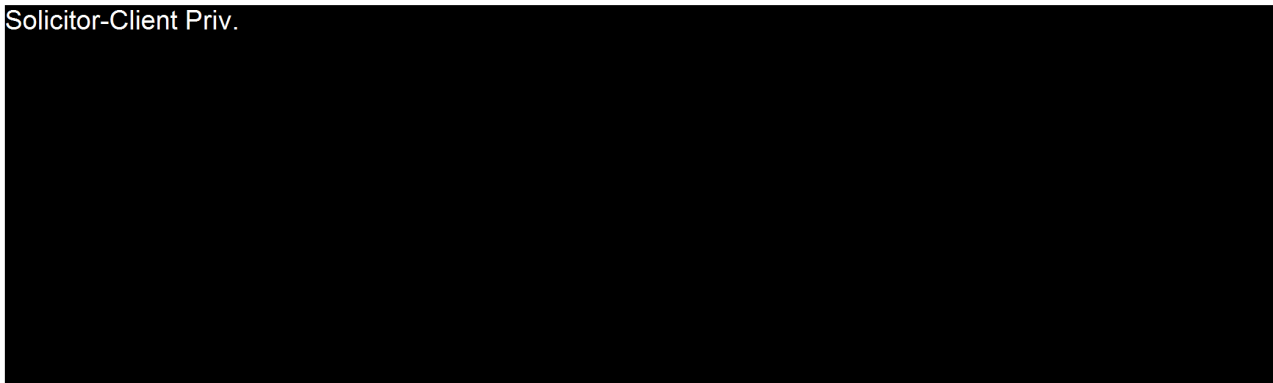
JF – anyone else?

GC – for DEOC and silver, service trucks , we are confident we are going to go to the line without tows, if there are technicians that can maintain veh if we have to keep them running, can we chase that down so we know we are taking care of the veh as best we can. We need that secure lot if we are going to remove veh and allow enough space for people who want/don't want to be arrested.

SAD – 4 fish and wildlife officer to hwy 4 and 845

JF – we can help out with GC request for companies to help out with the mechanics. Throw out 1200 for the next briefing?? Do you need more time? I don't want to impede. We do have a conference with the goa at 1230.

Solicitor-Client Priv.



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Solicitor-Client Priv.



Solicitor-Client Priv.

JF – reconvene at 1200

End.

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1143 Meeting

General Conversation

GC – site update, roping conversations north of the checkpoint north of our area of operations, not sure on the intent, not sure if we release veh if they are going to join that conversations and block hwy 4 to the north we will deal with that as it goes. We need to make sure LRPS is advised of a secondary blockade up the road, we are staging STO at this point we are sending CCMG what we think it protest HQ and we are going to inform the protesters we are beginning our enforcement and you can return to your veh and we will determine what your decision making is on voluntarily complying or refusing to. The northern part of our blockade there is only 3 trucks parked across. They can easily pull out and to park, we need their help to get them out. But if people want to leave this is an easy option for them if they speak to the organizers. Strategy allow them to voluntary leave, subject to offences under the TSA, but if you are willing to leave that's the process we are willing to take we anticipate they will try and resist and block the vans and want to get arrested. We will have to deal with that as they go.

DEOC ARE you prepared ticketing on the spot doesn't do anything and will further make our problem. The people that do want to go to jail and test t CIDA and TSA, we suspect those are the people we charge but if everyone voluntarily leaves, we will gather information and issues TSA offences after the event. Similar to **Personal Info.** in that we can charge some. We have no tow capacity. So we are looking for voluntarily compliance and there is other conversations in the west. Are they going to comply? No. are they going to join the other conversation? No. We are moving to our enforcement stage and this is your chance to desperate. Strategies on how we do it are still being debated. I am within 45 minutes to pulling the trigger on this. We are briefing the group. CCMG is with them now STO is going to the weigh scales and approach the veh on foot, we need you to interact at your tucks.

JF – no concerns, I agree, lets not focus on tickets, lets get people out and go towards the first objective and I agree with you. CCMG is going to emphasise the impact. They have to understand the ramifications of just going to court, it's the ability to cross the border. What we are looking at is the forfeiter of veh, there may be a risk but we are prepared to do that. Its more then getting arrested, your truck could be gone.

TD – I agree, its within strategy and it will obtain the objective, in agreement. The CCMG messaging needs to be strong, it needs the impact on crossing border, the inspection of veh, the seizure, its all significant. GC is there a downside? I think the stronger the message the better by CCMG.

PT – full support. We need to be cautious we don't guarantee them immunity. We can follow up with what appropriate, but I want to make sure we don't give immunity.

TD – with respect to the potential of them driving away and us taking further action

No Minutes ????

GC – John Spaans is working with Ian, I don't want the commercial checkstop outside of Lethbridge, we have to make sure that does not happen. This isn't done in terms of where they are going to go, they

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make go to Lethbridge and bottleneck Lethbridge, I know that there are different conversations forming in different areas of the province.

JF – 1 problem at a time, this is what we are dealing with now and we need to attack and resolve. As other vents occur we will access that at that time, we are all on the same page. These people may become involved in other things later but lets get the road open and resolve this as quickly as possible.

TD – with respect to your NB lane it makes perfect sense, I think we should maintain the hwy 501 blockade. The other, CVE and Sheriffs and hold that. That one will be aggressively enforced. SB

GC – SB it is agreed to hold and ??

??? Unknown

NS– are you good with us sending out the media release now,

GC - the CCMG has to be clear, at 1215 I will send u a message to confirm the media.

TD – have we seen it?

PT – yes just cleaned up a little bit but we will send you it, we haven't changed the spirit.

GC – this may be a step forward but people may not leave. If you consider the trucks and they are empty and no one comes back, they are using a room in the bar. My next strategy is to conduct an arrest team to the bar and ask them to come outside and if you are willing to be taken into custody we will facilitate that. We don't know? What if no one comes out to the trucks and we seize 110 veh or whatever it is out there? I still have ROs in town but that's where we need to tighten up our inner perimeter. We have a ton of paperwork/processing, we don't know if anyone wants to leave that's what we are saying.

JF – we have to let SJ know that we are doing this, would u like us to do that

IS – they have “??” from **Personal** ready to do that

JF – if there is a plan to Reman we need a heads up.

GC – we have the MPP ready to go we have ERT staged N of Milk River, when its up. North convoys made up of tractors and farm equipment. There is lots of just driving in circles, etc.

IS – we are going to send you pictures of the blockade.

PT – is the HASP down?

Low ceiling, its not up. We are going through our air services, leave that with GC

NS – we are ready to roll if that's the message I will read through it again, TD you have a copy, let unknown if there are any questions. COMMS will have monitoring in place.

FL - we had put a request put in late last night to get some Ariel stills, its nothing that we have to put out.

IS – we will flip that to you.

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GC – good luck GC. TD we will have repeated conversations and use you as our updater.

We will open up the channel

WHAT COMMS CHANNEL?

JF – we will reconnect later about that.

End.

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1630 Meeting

Update on standoff?

SAD - No update is just pictures that were sent from you, the members were going to find out the angle, we were hoping they could enforce their way through there, the detachment was going to sort it out, they were civilian veh that were getting volatile with the protesters, apparently we have some footage of getting hit by PCs and rolled over and realized how deep they were getting into it then apologized turned around and left. The members did have to jump out of the way, there were veh NB in the SB lane.

PT – It could cause some issues but MOA says if you want cement barricades or whatever you want they will do, if you want to start activating some of that they did offer.

TD – that wouldn't be a bad idea. We are letting veh through that have proof of residency.

PT – FL just came in. as part of our plan we knew there would be incursions and we have resources to manage the scene and we are aware of sympathetic actions in pace and we are working to resolve those, we have support from Alberta

TD – focus is we anticipated it was part of the planning and it will set that media up for tomorrow for the complexity of this as well. I would go with this as we weren't surprised this is part of the planning and we are methodically taking this apart.

PT – the mayor was good but they are all coming out of the woodwork, we are working with all of our partners and we knew this could happen

LF – can we tweet this later?

PT – as long as GC is good we are good

LF – these sympathetic stuff that is popping up

TD –STO as done a great job so far

GC –where we are at the posture we are taking looks a lot like where we were last night minus the enforcement, we were talking about the media strategy here locally. We tried to get voluntary compliance before enforcement, the first 3 veh we approached agreed to leave. We were then monitoring a large convoy who was circling N of the barricade, they were help at that post but then they breached it but travelling SB in NB a couple km to the south we are trying to release the commercial veh up north in the correct lane of travel. Our containment and STO on foot are moving back into the ditch to avoid being struck by the veh/farm equipment coming at them at varying rates of speed. We are dealing with our flank our public order is on the road and we are worried we are going to lose our flank,. These people are unpredictable, the footing we have taken from a public safety perspective, its not sound for us to be out trying to remove the vehicles in the voluntary fashion we were, the environment has settled now and its similar to this point yesterday afternoon. They are in their "HQ" we have been engaging CCMG with them and its calmed down again but every time we take enforcement we are face with unpredictable behavior so it's a member safety issues. CCMG presented them our position in

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Minutes taken by Sheena Cochrane

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respect to trying to clear the hwy they encouraged us to join them and tell us we were pro police we are the type that want you on our side. No animosity between the group and police, they were unaware of the barricade brief in the north, they want relaxed mandates they want to talk to Kenny and Trudeau. They have the council introducing ideas. About having a teams meeting with this group. CCMG is pushing back. We are trying to make them understand the efforts we have taken to this point have been successful.. ?

WE have had to operationally pause, our next operational period tomorrow its an enhanced public order stand and we need the tow trucks.

Evidence collection – the investigation that will come after involved veh driver behavior and put in bad situations, I am not sure what we will be able to capture in this event. All is calm here now CCMG is in here with me, they want to try and touch the group again tonight. The question is are we going to have to keep defending the perimeter or are you satisfied with the group you have here now. Are we going to have to keep watching our back side. That's what we plan to do tonight. WE are trying to contain the area, but we might get probed again and we don't know what it looks like with Fort MacLeod and those coming this way.

TD – with respect tot the media strategy can we talk about charges later on. It may look like people are driving away, we have their ID and veh hopefully we can capture video. We aren't saying everyone is getting charged but htat our investigative strategy.

We can put cement barriers on these roadblocks and I suggest we put video and capture licences and such to make sure the investigative capacity is there, they are jeopardizing our member safety.

CPS LPS – LPS is out?

GC –

LPS, they just arrive and we will utilize them tonight, on any activity we may not be forecasting the convoy that breached the northern barricade, we have more farm equipment in play and new people and we don't know what the link it with their group and we are trying to show them around the site and show how the activities are going

CPS – we did a public order brief with their members and they are look at resources, we have asked for an operational reload. 20 public order units, if we could do something go nth western or right flank on the troop as well as the rear where there are other public order members available and members available for arresting. That's our ask

We will talk about a combo of LRPS and CPS for the morning push, that's our operation unless gold says something else. If we have a commitment with the tow company then I want to be able to remove these veh.

TD – investigative component, do we need more resources there to capture that?

GC – the initial plan wasn't bad, but as far as evidence gathering here the best we can at this point is to try and trap video the arrest team on the STO side is trying to collect the information that they can.

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That's a resource ask. Our File Coordinator is working with Major Case Management Operational Service Centre and we are confident we can store it but we will climb a big hill to see who we can charge

PT – Media, we might get pinned but perhaps we should moderate our comments around charges and arrest, we don't want to commit to charging them we want to give them the outlet to let them go without diminishing it. Tow truck update.

We lost resources of veh we don't have commitment now, we are trying to get trucks

We had a commitment we negotiated a good price and then all the driers turned him down, we are looking at an option from him as a sole driver but we can't commit to that. There is someone phoning around telling them not to accept a contract with us. We continue efforts on the tow truck front but we don't have a confirmed

TD – CPS has a tow truck driver and only a small truck

PT – we will explore that and try and figure out if it will work, he has veh but no drivers,

TD _ EPS has drivers possibly as well,

PT – we were looking at members with class 1 licences, so between everything hopefully we can put a driver in a unit.

JF – are any of those trucks movable by someone driving them or are they deactivated

GC – there was a running veh out there and we could of drove it. WE didn't do that because if we can only seize one veh it didn't make sense logistically, but that is still an option.

JF _ sheriffs branch are sending down 6 to 8 members with class 1 tomorrow.

GC – that would put us in better footing. First outcome was negative with American tow truck driers, we are trying to get US today but they say as a last option and we said we met that last option threshold, we may have a shot with CBSA on using American companies

JF – I had a convo with the president of the transportation, we are trying to get some bigger companies or something like that, they are going to try and work some back channels available, it wasn't the response we are hoping for, he is supportive but he said that this is something no one is going to touch, you might want to look into Montana and this may be our best bet.

GC – Ben from CBSA please comment,

Ben CBSA – our position is provincial resources have to be exhausted before he can look at the appropriate

PT – can we do up a document to say what we have exhausted.

BT – that will help.

PT – we can do that for another request, try and get it done tonight.

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JF – thanks BT

TD – where are we operationally without the tow trucks,

PT – we might have 1 but its not confirmed.

GC – without tow capabilities, - UNKNOWN - we cant punch ignitions, it might be an option but its not a great one as it would be difficult. We will have to look at that as our operational planning but if that's the best we get that's what we will work with. Do we have to leverage CCMG? Do we try and go back to a lawful protest, go to the mayor and ask if we can have a protest site, in the event we can't clear the hwy and have to make other efforts.

JF – I wonder how successful we would be with that, I worry we would not be in a good position, we are working on getting fencing on the lot in milk river, if they do latch on there would be a place to take them that would be fenced in but we don't know how successful we would be

GC – the issue becomes the semi itself, if you catch them at the right time they are idling and the driver is likely in the townsite or in the sleeper. If you get the driver in the bunk and we consider 0900 for an approach and take them into custody while they are in the truck that might look a lot better. You run into blurry lines in relation to how "sneaky" you want to be. But that is an option to catch them in trucks as opposed to in the site. They go back and forth to the veh so if you cant pick it without running it I fee like I would be better ??? . potentially putting the public order outside at 0600 or 0700 it might be something I have to consider to have them in their trucks

TD – CAF? No go?

JF – I believe it is a no go

PT – it was shut down hard, it doesn't mean we can go back but I am messaging SORAB right now but we were told it was a hard no, the request was put in and officially processed the request and outline the position we are in.

TD – GC is that everything?

GC – good from site subject to any questions

TD – Hotels? Logistics?

PT – we haven't heard any issues, we can follow up but we haven't heard anything different.

GC – STO said they were unable to reserve their rooms based on not knowing the length of stay we will book til Friday and if we have to cut loose before. With the influx of members we are filling up the city quick

JF – getting reports of other protests in the south, any information

IS – 30 veh at the protest site south of fort McLeod on the bridge of the belly river it is just before the 501 section standoff. The river is the cut off to first nation, we are looking at some sort of engagement

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with their people as well, we can go around or hold a containment right at fort MacLeod, there isn't much there just family farms, the DANCO is working with the "loose leadership" as well.

TD – that slow roll was headed WB to BS through crowsnest past, the weather was bad and they pulled over to let traffic go given the weather condition.

JF – you don't think they are going to block that road.

TD no, standoff?

jS – drivers are getting into problems, reached out to AMTA to try and leverage their industry to get support, they say they just cant find people, I am continuing every avenue. The next spot is fort mac and high level,

It would be easier to go to F Div.

WE have reached into F Div, a hard maybe is cranbrook.

We will work on it throughout the night and communicate if we have any success.

TD – great work STO, thank you. We will brief 0800 tmw?

JF – 0800 tomorrow

PT – TD, IS GC – Sorab is asking if we are looking for more resources and the sooner we can indicate that the better and the easier it will be to mobilise that

JF- I have reached into E div to see what they have, I haven't heard back but just to see their capacity, F div will have 10 to 16 but at this point we might need to

PT – I told national I would let them know but I think we need to know the soonest for this..?

TD – are you good to coordinate that GC

GC – what we will try and do is show what we are using for dayshift and nightshift numbers based on our containment positions

IS – or SPAANS can reach into DEOC

TD – any use for cement barricades

GC – one of the operational questions is hwy 4, not sure what the province has said about closure of 4 but cements barricades at our northern barricade might help we will discuss it as a team, is that a go if we want them>

PT – if you want them we can get them

JS – we can use our emergency powers to close the road to do that part the department was looking at the ministerial order, it takes a lot to close a road, but we are allowed to close it due to safety without a ministerial order. That's what the transportation said.

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PT – its on the table but do we need anything from them in terms of barriers in order to slow the road,

JS – if bvolker is having troubles, the transportation can provide the barriers, we just need to know if you want it

TD – maybe just for member safety. It slow veh down and helps out member safety

CZ – at 501 and 4 they have showed up with over 50 veh, they sealed it up right to the ditches, said they will be there for the long haul. SB is not getting through but NB is clear, we will have to see how we are going to get through

Interrupted – no minutes.

TD – our group can brief at 1900, GC.

GC – ??

JF – clearing this road is going to be impossible. I wonder if we can close 4 up in Milk River and then block 501 east to west to contain everyone.

GC – we will have to get our own situational awareness and we will get back to you.

JF – another meeting at 1900.

1900.

TD – we can use this same platform.

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1900

PT - We got a call from the tow truck association of Alberta, one of the guys we were working with had a hard time getting dries, I guess he contacted the association we want to understand what's going on and see if we can help we are going to do a zoom call with them at 1915 and we will wait on the outcome.

GC – we are just completing right down the site matters doing day to night transition, it is a sketchy time, we have another 75 veh convoy at checkpoint 10 it is the same checkpoint that was breached this afternoon, same occurrence we had last night.

Interrupted no minutes

As per last night you can feel it settling in at the site the occupants of our protest area are milling about the saloon and their vehicles our mission tonight similar to every night is to minimize intrusions and additional veh, tonight will be interesting vx. Last night because of the enforcement action I don't know if it has drawing more attention. We explored the cement issues, we may try and deliver barricades to that location during the night once that convoy is departed. We are getting the same resistance from **Personal Info.** in markings but they are trying to accommodate. CCMG went over to their "HQ" and said they need to stay away from the mayors house and not be antagonizing members of the community, that was the last engagement with CCMG. Our operational footing is contain and hold until our day shift transition can happen. I am hoping on the class 1 driver and with the public order unit and deploy class 1 drivers and see if we can move a number of veh. I have a call with special entry section and see what their capabilities are, everything from 4 digit codes to activate the ignition. Or other options we are going to see if there is an operational plan to see if we can engage and put our members on the line and try and drive trucks off. I will have to take some time with that one but we are hoping that we can defend and tow but if we don't have that opportunity and it doesn't materialise this is something we have to consider.

They want to stay long term, we don't want to have to deal with a weekend where the rest of Alberta can congregate. It's a flashpoint and continues to be. Those are my updates, there is some planning to do with STO as what we do tomorrow.

JF – in terms of your conversation with not harassing the mayor and town folks, what response?

GC – all I know is they provided the information to the group, that this wasn't something we would tolerate. I can call back into them and dig in but I think its positive.

TD – can you comment on what we said in the previous meeting in respect to heir conduct. About us not wanting to use force.

GC – CCMG encounters - the group has been saying we are the ones who don't wan you defunded and we are on our side so you should be on our side, "we want violence we will show you violence" he was slapped down quickly by the group. We don't have a group of violent individuals. They suspect us to arrest them all. We don't know if we are legally placed enough to do a mass arrest and read the riot act. Those are other tactical considerations, we have offered the arrest option to them. I am asking, lets

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process you and get you to Coaldale and you can continue to articulate your position. They are more interested in the challenge of can the cops remove these vehicles or not.

Do we go over to the saloon and put a couple units outside and ask them to come out and we will arrest them, the catch and release does nothing for the protest, it will just back up the crown's office. The other tactic, I have considered but I'm not sure we are there yet. Is trying to arrest them in their vehicle at 0500, at their cab and in their vehicle when we arrested them I'm just not sure that would be the best decision at this point in this protest, nor do I know if I have the man power to safely do it. It's a dirty move by the police, their lack of action doesn't dictate that action.

Trying to remove vehicle with class 1 drivers, trying to figure out if this is unlawful, does this give me the authority to declare this as such as possible options for resolution. They are never angry with us as police officer but they want to express their anger with the system. It is becoming increasingly challenging to keep the ground and keep it this size. Is this the epicenter of the west. The western version of Ottawa. Can we be expected to maintain the size we have now and make other considerations and expand the protest area, but this doesn't sit well with us or our border partners we don't want this to grow.

We will be shutting down the leth point, our most northern checkpoint from the site, hwy 4 we are going to release that and focus on checkpoint 10 with concrete but when we drop the concrete, they pick up the concrete. Hwy 4 closure, ya its closed but its closed closer to our point and that's all we can staff at night. 20 -24 Member containment position at nights, dayshift same numbers but the public containment at night we add the additional 70 STO.

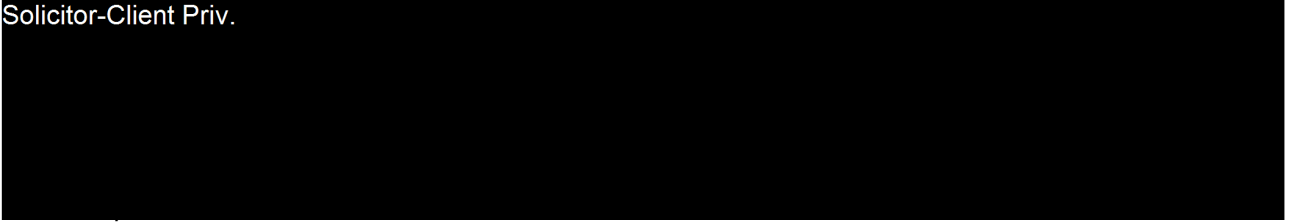
Lethbridge had 10 people come down to help us and we have released them.

CPS, we think we have public order resources tomorrow, until we know if we can be more effective, I will have to make that call in the morning, I don't know.

If I do have access to the 10 from Lethbridge but we are in a bit of a holding pattern.

TD – we did have a discussion around the total impact and there is lots of supportive events happening across the province and we think that will go across country, this is a bigger consideration then it has been in the past, with respect to taking action, the action of this not turning into a national event. SJ we want to lean into you. Questions about mass arrest, secondly the CIDA, if we lay paper on those individuals as people blocking the access, is that a progressive enough fine that it will reign down on them. Thought?

Solicitor-Client Priv.



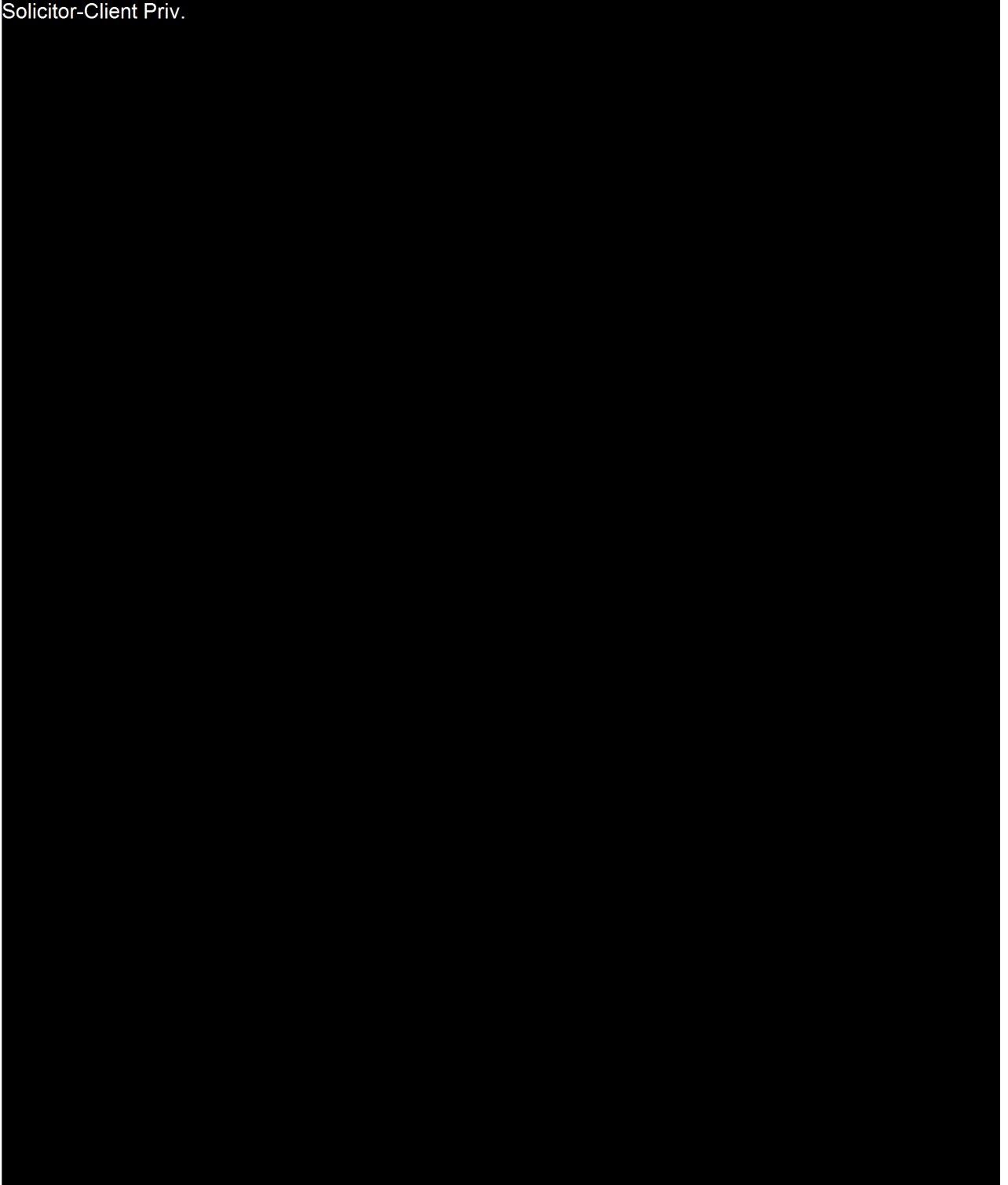
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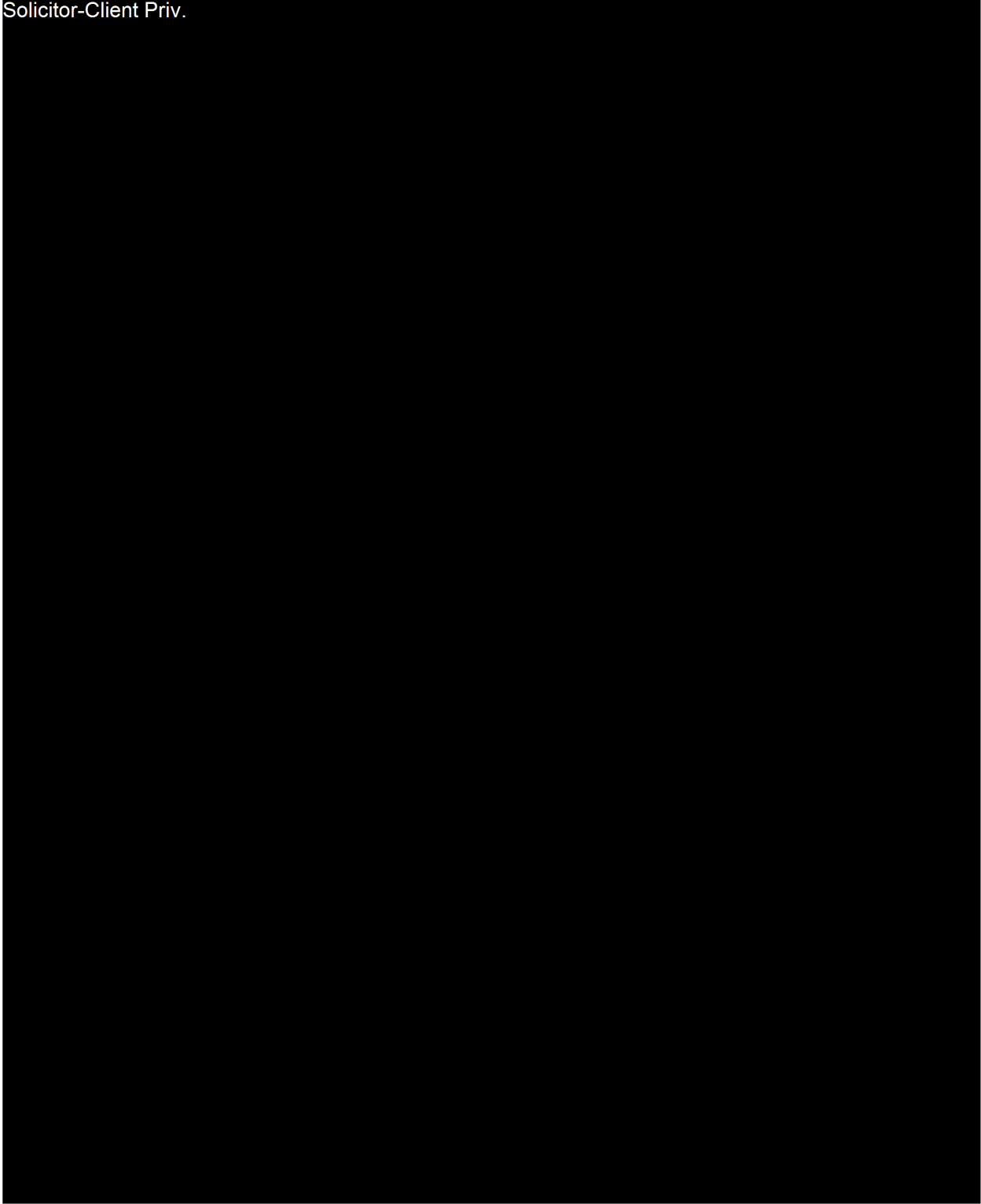
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PT – in the upper blockade south of 501, how many veh?

GC – 70 veh at the north checkpoint circling around.

PT – all the rest of the blockades are resolved. The one out of standoff right? Are we just down to those 2.

TD - yes those were resolved

JF – townspeople can they get out on the main road?

GC – we use a service road through a field to the west of town , we cant access the hwy from town, we cant get out any other way, the civilians are accessing that as well to get in I believe? We are all using that same point.

JF – thank you

TD – I think that's a good strategy, changes tactics and use the legislation to test their resolve, they are substantial fines they are facing, the other tactics aren't going to work without the ability to tow so it's a natural pause.

Solicitor-Client Priv.



GC – that's an accurate summary, I may split up STO and spend the day walking in Coutts and taking no enforcement action and putting everyone out as a CCMG and try and talk and figure out a way to resolve, if I get to drag the odd 1 percenter out based on action, its almost like us vs. them the residents in Coutts shouldn't feel like the police cant walk down the sidewalk at night. Maybe that will lead us into being able to ID some guys then maybe I can ID all of them under the CIDA because at that point I have linked them to veh and tractors and such. I don't think the crew we are dealing with understands that approach. You can't just do whatever you want in Coutts.

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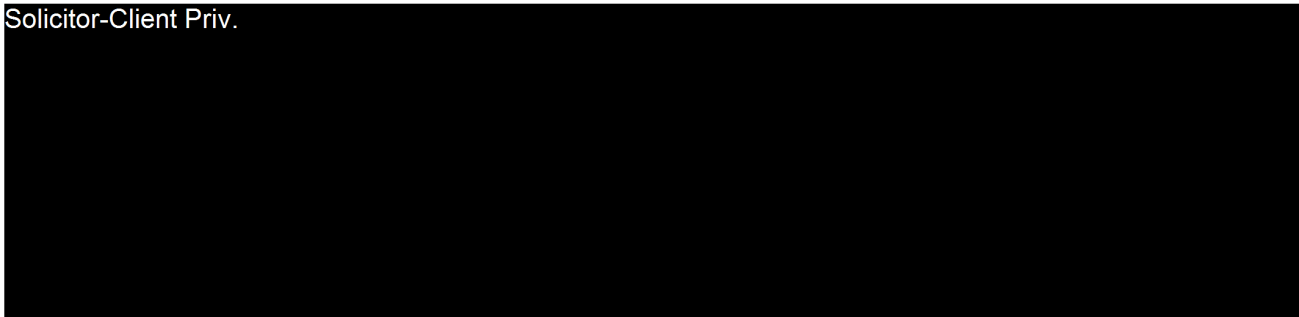
JF – I think that makes sense

EM- are we confident with the security we have around our equipment tonight in the hotels. What if we wake up and our veh are vandalized, slashed tires. I want to ask to make sure

KC – sheriffs will be putting marked vans in the hotels there. They will be monitoring for any suspicious activities and I will reach out to LRPS with any concerns.

JF – anything from anyone?

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TD – we are good, plan tonight and 0800

JF – is that enough time?

GC – 0900 to allow us to get to site and set up in the CP. We have a lot of decisions to make, if we don't have tow, we need to work with that, and we have had a rough day. STO in particular, I'm not sure what the best use of resources is tomorrow. I don't know what I have yet for you tomorrow, I have to spend time tonight and see what we are going to do. We will keep working the problem. 0900

JF – 0900 tomorrow, if anything comes up give us a call.

Thank you. End